Draft Narrative

outline & maps

- Executive Summary
- Narrative Outline
- Supporting Maps

california interregional blueprint & california transportation plan

MOBILITY
ACCESS
CONNECTIONS

California Interregional Blueprint Narrative
Executive Summary

Background and Purpose:

The California Interregional Blueprint (CIB) will be completed in two phases. Phase I will focus on assembling data and information from existing State and regional plans to facilitate discussions about interregional and statewide investments and policies that will support sustainable growth in California. Phase II will build on the work from Phase I with the implementation of robust modeling and data programs.

An important element of the first phase of the CIB is a discussion narrative (and supporting maps) that combines the latest available data from State and regional plans on interregional corridors for State highways, intercity and high-speed passenger rail, transit, goods movement and public use airports to provide a qualitative analysis of the current and proposed interregional transportation system. This discussion narrative begins to link regional data at a statewide level to support interagency collaboration that will jointly plan for the future of an integrated California transportation and land use network.

Outcomes:

Analysis

This narrative describes how Blueprints influence transportation systems, creating outcomes that complement the California Transportation Plan's "3 E" objectives for a sustainable statewide transportation system based on a: prosperous economy, quality environment, and social equity. The narrative reviews and compares regional transportation plans from four Metropolitan Planning Organizations (MPOs) and the eight MPOs in the San Joaquin Valley and considers the potential positive effect Blueprint-based strategies could have on performance metrics such as greenhouse gas (GHG) emissions, congestion and multimodal access. Maps in the narrative show Blueprint-designated planning scenarios, and how Caltrans' planned interregional mobility corridors for State highways, goods movement, and intercity and high-speed passenger rail interface with Blueprint planning trends. By evaluating current and future regional transportation plans through a lens of Blueprint-designated priorities, Caltrans and regional planning partners can further reduce GHG; more effectively preserve open space; reduce congestion while increasing access to goods and services; and more efficiently allocate financial and technical resources.

Converging regional information statewide also allows for better modeling and analysis by identifying gaps in information and allowing for comparative reviews of planning strategies, funding priorities, and performance metrics. The CIB will help identify current and future GHG emissions from transportation and support the California Transportation Plan in more effective multimodal planning, as is required under Senate Bill 391. By considering regional priorities, plans and data in a statewide context, policymakers can better target funds and projects so they connect and enhance existing state and regional strategies.

Engagement
The CIB maps and narrative discussion are the focal points for bringing together regional planning partners around the State to collaboratively craft a shared, progressive future. Regional feedback will frame the final narrative, which will be submitted to the Business, Transportation and Housing Agency in September, 2010. It also will be a cornerstone of the California Transportation Plan 2040 that must be completed in 2015 as required by SB 391.

Next Steps
Phase I data gaps will become Phase II data discovery, and the improved data sets will support modeling tools that will be operational in December, 2012. The Statewide Integrated Interregional Transportation (SIIM), Land Use and Economic Model will allow continued and improved assessments of GHGs, multi-modal travel needs, and land use strategies so that improvements in any region of the state can be translated to improvements throughout the connecting corridors. The SIIM will also provide the ability to propose alternative scenarios for addressing transportation demand in order to improve these outcomes. Finally, land use and transportation planning efforts will have integrated tools to support cohesive practices that are founded on and aligned with regional priorities.

Tables in the CIB Narrative:

1) **Comparison of SACOG's RTP Performance: 2002 MTP and 2008 MTP Comparison of SACOG's RTP Investments: 2002 MTP and 2008 MTP**
2) **Metrics for Regional Transportation Plan/Regional Blueprint Plan Comparison**

Maps in the CIB Narrative:

1) **California Interregional Transportation System - Existing**
2) **California Interregional Transportation System Gaps with Blueprint Land Use**
3) **SACOG Regional Blueprint Land Use and Corridor System Map: 2050**

California Interregional Blueprint –Draft Narrative Outline

The following is an outline of the draft California Interregional Blueprint (CIB) Narrative being prepared by UC Davis' Urban Land Use and Transportation Center. In advance of statewide modeling tools now under development, this narrative (or qualitative analysis) provides a preliminary assessment of the relationship between existing interregional system plans and regional transportation and land use vision plans for the 4 largest MPOs and the combined MPOs serving the San Joaquin Valley.

1) Background
   a) Purpose, Goals, and Process Statement of CIB
      i) Description of California Interregional Blueprint – what it is, what it will do, and how it will be implemented (Phase I and II).
      ii) Definition of interregional travel (by trips and by how the road functions).
   b) Purpose of Narrative
      i) Initial qualitative assessment (in advance of statewide modeling tools) of available data to set a baseline.
      ii) Scope - limited to four largest Metropolitan Planning Organizations (MPOs) (SACOG, MTC, SCAG and SANDAG) and the MPOs representing the San Joaquin Valley (SJV).
      iii) Remaining MPOs and Regional Transportation Planning Agencies (RTPAs) to be included in further development of CIB as data becomes available.
   c) Policy Context: How SB 45 and recent environmental goals and regional development patterns in California have framed interregional transportation planning.
      i) Regional Blueprints: Reducing infrastructure expenses and GHG emissions while preserving open space and mobility through more compact development patterns which increase access to goods/services.
   d) Relationship of CIB to current sustainability initiatives and key issues: Climate Change (AB 32, SB 375, and SB 391), Economic Vitality, and Healthy Communities.

2) Potential GHG Reduction from Land Use and Transportation Strategies
   a) Methods
      i) Literature Review/Empirical Studies
      ii) Sophisticated Modeling Review (and where modeling is headed in the future)
      iii) Simple Tool Review
   b) Current Research (provide summary in table)

3) Regional Transportation Plans (RTPs)/ Blueprint Comparisons
   a) Matrix comparing RTPs for 4 largest MPOs and for the 8 MPOs of the San Joaquin Valley (SJV) indicating the extent to which the adopted RTP is based on Blueprint land use assumptions (Appendix A).
   b) Narrative examples where the new direction of Blueprint planning will have a noticeable effect on transportation demand through RTP implementation.

Table 1: Comparison of SACOG's RTP Performance: 2002 MTP and 2008 MTP (Source: Sacramento Area Council of Governments)		
Percent Change from 2005 in:	2025 (2002 MTP)	2035 (2008 MTP)
Transit Service Hours	+111%	+283%
Transit Boardings	+98%	+184%
Transit Productivity	+6%	+35%
GHG / Capita	0%	-8%
Weekday VMT / Capita	+1%	-6%
Congested VMT / Capita	+114%	+16%
Commercial Truck VMT	--	-2%
Congested VMT for Commercial Vehicles	--	-36%

Table 2: Comparison of SACOG's RTP Investments: 2002 MTP and 2008 MTP (Source: Sacramento Area Council of Governments)	
	Percent Change from 2002 to 2008 MTP
Transit Investment	+21%
Bike/Ped Investment	+56%
Smart Growth Programs	+35%
Road Operations & Maintenance	+17%

c) A comparison of the RTPs for the 4 largest MPOs and the San Joaquin Valley will include the following metrics: See Appendix A for the resulting RTP Matrix.

Table 3: Regional Transportation Plan/Regional Blueprint Plan
RTP Base Year
RTP Horizon Year
RTP Budget
Expected / Adopted
Blueprint Visioning Done Prior to RTP
Blueprint Visioning Details
RTP Scenarios
Adopted RTP Scenario
Regional Land Use Allocation Projections
What Extent is Adopted RTP Based on Blueprint Land Use?
RTP PLACE3S (place types) Scenario-Based?
RTP or Blueprint Performance Metrics
RTP Findings
Fiscally Constrained? Definition?

BLUEPRINT: Base Year Jobs/Household
BLUEPRINT: Horizon Year Jobs/Household
Base Year Jobs/Household
Horizon Year Jobs/Household
Includes Planned or Programmed Focus Routes?
Includes Planned or Programmed Inter-regional Rail corridors?
Includes Planned or Programmed Goods Movement System?

4) New Plan for a New Transportation Era: Three maps with narrative description.

a) **Map 1: California Interregional Transportation System – Existing System** *(Sources: Caltrans Divisions of Transportation Systems Information, Transportation Planning, and Mass Transportation, Cal-Atlas and Calthorpe Associates)*

b) **Map 2: California Interregional Transportation System Gaps with Blueprint Footprint** *(Sources: Caltrans Divisions of Transportation Systems Information and Transportation Planning, Calthorpe Associates and Sacramento Area Council of Governments)*

i) Overall discussion of RTPs and Regional Blueprints and how they will connect to or will influence interregional transportation system demand

ii) Definition of "gaps" or opportunities

iii) Regional Transportation and Blueprint Plans:

(1) Sacramento Area Council of Governments (SACOG)
Map 3: SACOG Regional Blueprint Land Use and Corridor System Map: 2050
(Sources: Caltrans Divisions of Transportation Systems Information and Transportation Planning, Calthorpe Associates and Sacramento Area Council of Governments)

Example - Regional scale view with state interregional system plans and regional transportation and land use vision plan. SACOG was selected, as it currently is the only region with a Blueprint-based RTP.

(2) San Diego Association of Governments (SANDAG)

(3) San Joaquin Valley (SJV)

(4) Southern California Association of Governments (SCAG)

(5) Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG)

5) Narrative Findings and Actions:

a) Overall discussion of improvements to Caltrans and MPO performance metrics based on the direction of regional Blueprints

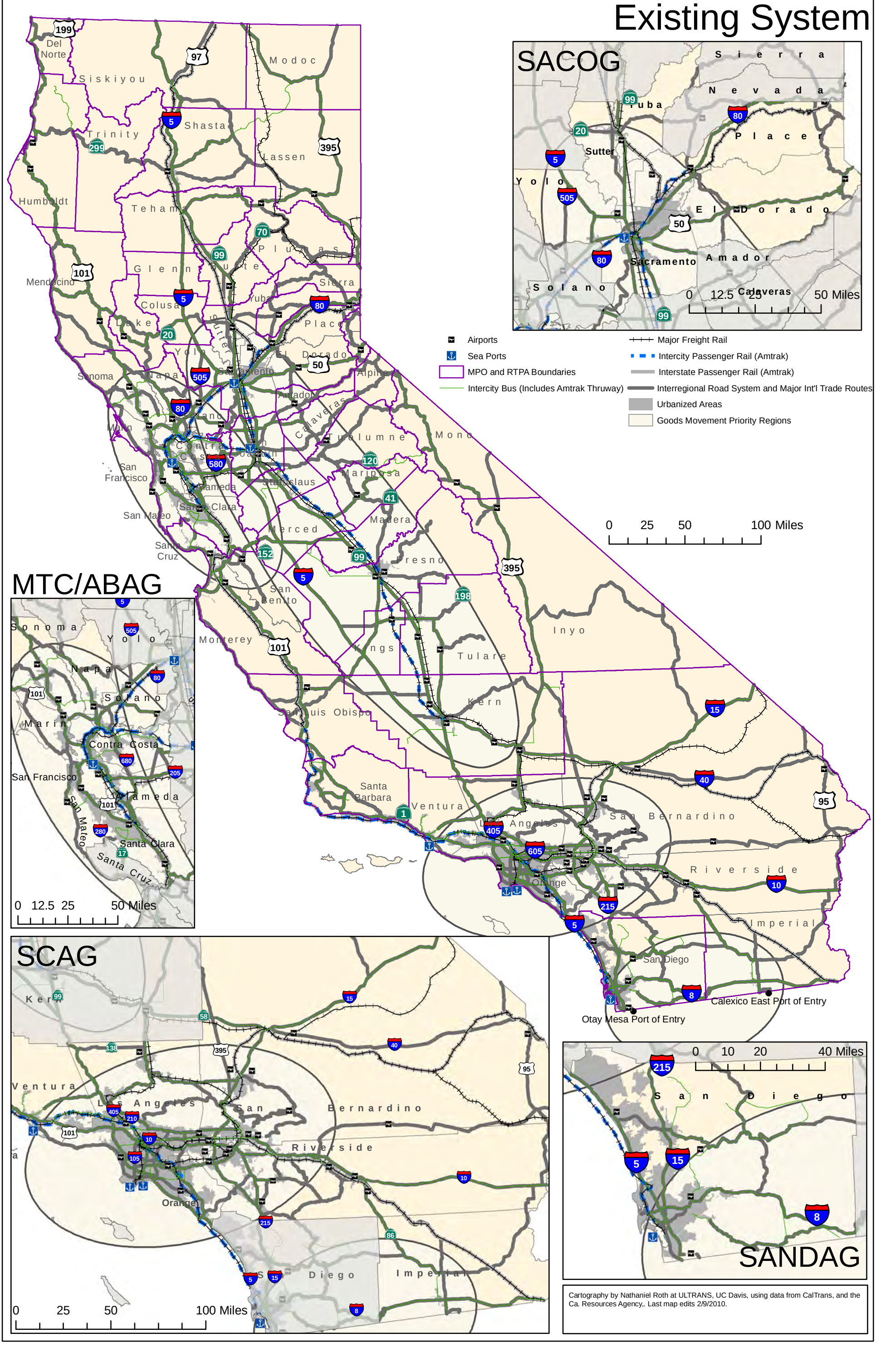
b) Specific findings and recommended actions:

i) New direction of MPO vision plans will support reduced GHGs – State interregional system plans need analysis to determine impact of GHG
   (1) Action: Complete Statewide Transportation Demand Model (STDM), Statewide Freight Model (SFM) and the Statewide Integrated Interregional Model (SIIM) to coordinate modal plans and test GHG reduction solutions
ii) Interregional travel is impacted by regional actions (both through-trips and origin-destination trips) - interregional plans must be made in light of regional decisions
   (1) Action: Accelerate support for regional integrated models common data development including the joint California Household Travel Survey and Freight Model
iii) Capacity planning differences exist on adjoining roadways at MPO boundaries and model results for interregional trips between adjoining MPOs often do not correspond
   (1) Action: Complete STDM and a Web Interface Tool for the STDM allowing MPOs to work with each other and Caltrans to find the best solutions to different approaches

6) Next Steps:
   a) Collaborate with MPOs and RTPAs to define the process going forward
      i) Define role of Caltrans HQ and Districts
   b) Obtain and enhance data for future CIB development
      i) Obtain regional and land use planning data from all MPOs and RTPAs and continue to develop data on Caltrans system improvements
      ii) Compile sustainable communities strategies/alternative planning strategies (SCSs/APSs)
   c) Define critical performance measures for SB 391 compliance (resource: Smart Mobility Framework)
   d) Develop 2012 SB 391 interim report to the California Transportation Commission and selected Legislative committees
      i) Collaborate with MPOs/RTPAs on development and content
   e) Continue to build and enhance models and data

California Interregional Transportation System

Existing System



MTC/ABAG

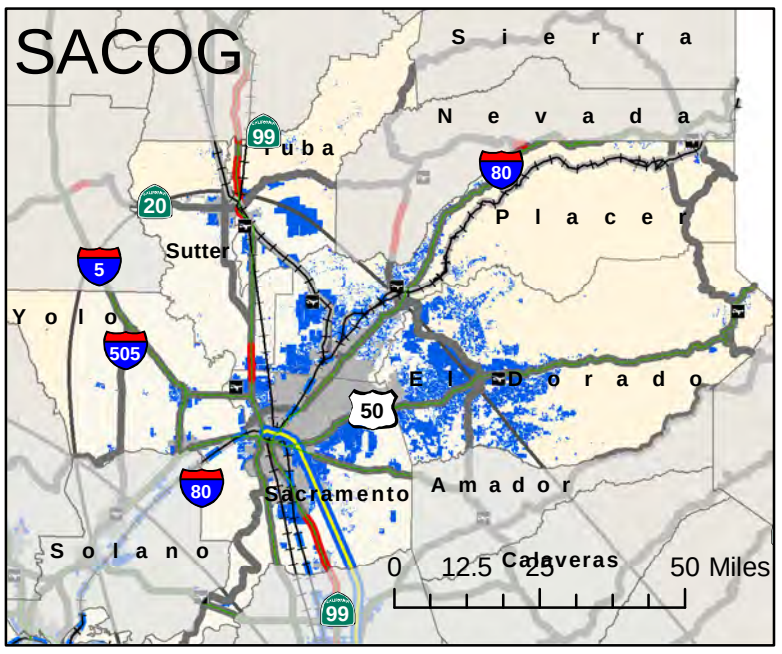
SCAG

SANDAG

Cartography by Nathaniel Roth at ULTRANS, UC Davis, using data from CalTrans, and the Ca. Resources Agency,. Last map edits 2/9/2010.

California Interregional Transportation System

Gaps with Blueprint Footprint



System Gaps

- High Speed Rail (Proposed)
- Focus Route (Future Completion)
- Goods Movement Priority Regions
- Blueprint Footprint
- Airports
- Sea Ports
- MPO and RTPA Boundaries
- Intercity Bus (Includes Amtrak Thruway)
- Major Freight Rail
- Interstate Passenger Rail (Amtrak)
- Intercity Passenger Rail (Amtrak)
- Interregional Road System and Major Int'l Trade Routes
- Urbanized Areas

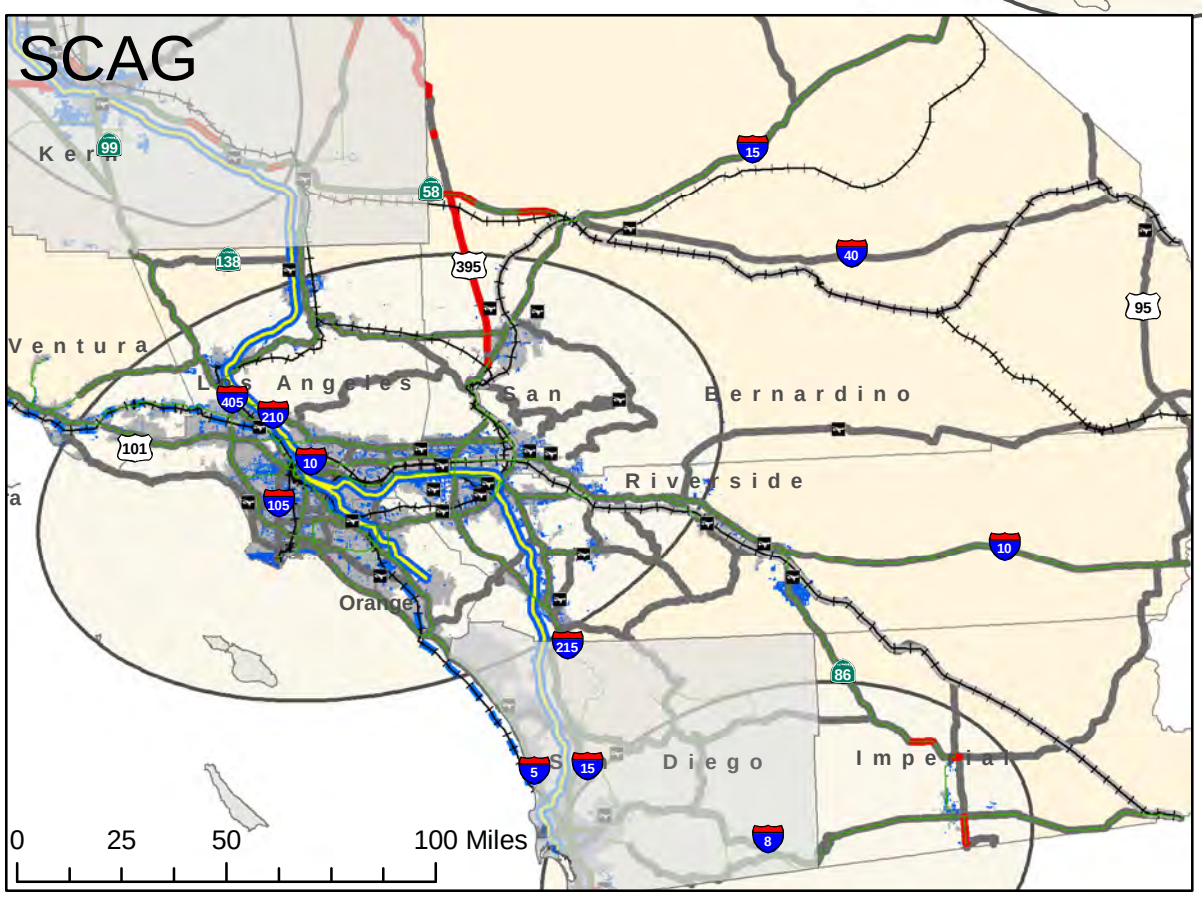
The Blueprint land use footprints represent: ABAG/MTC, SACOG, SCAG, SANDAG, SJCOG, StanCOG,MCAG, Madera CTC, KCAG, TCAG, and Kern COG

0 25 50 100 Miles

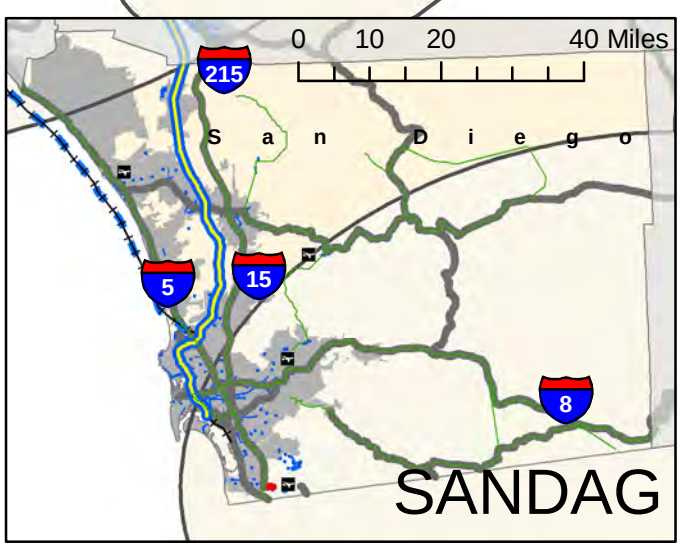
Blueprint Land Use Target Dates:
SACOG (except El Dorado): 2050
El Dorado County: 2035
San Joaquin Valley: 2050
MTC/ABAG: 2020
SCAG: 2030
SANDAG: 2030

MTC/ABAG

SCAG

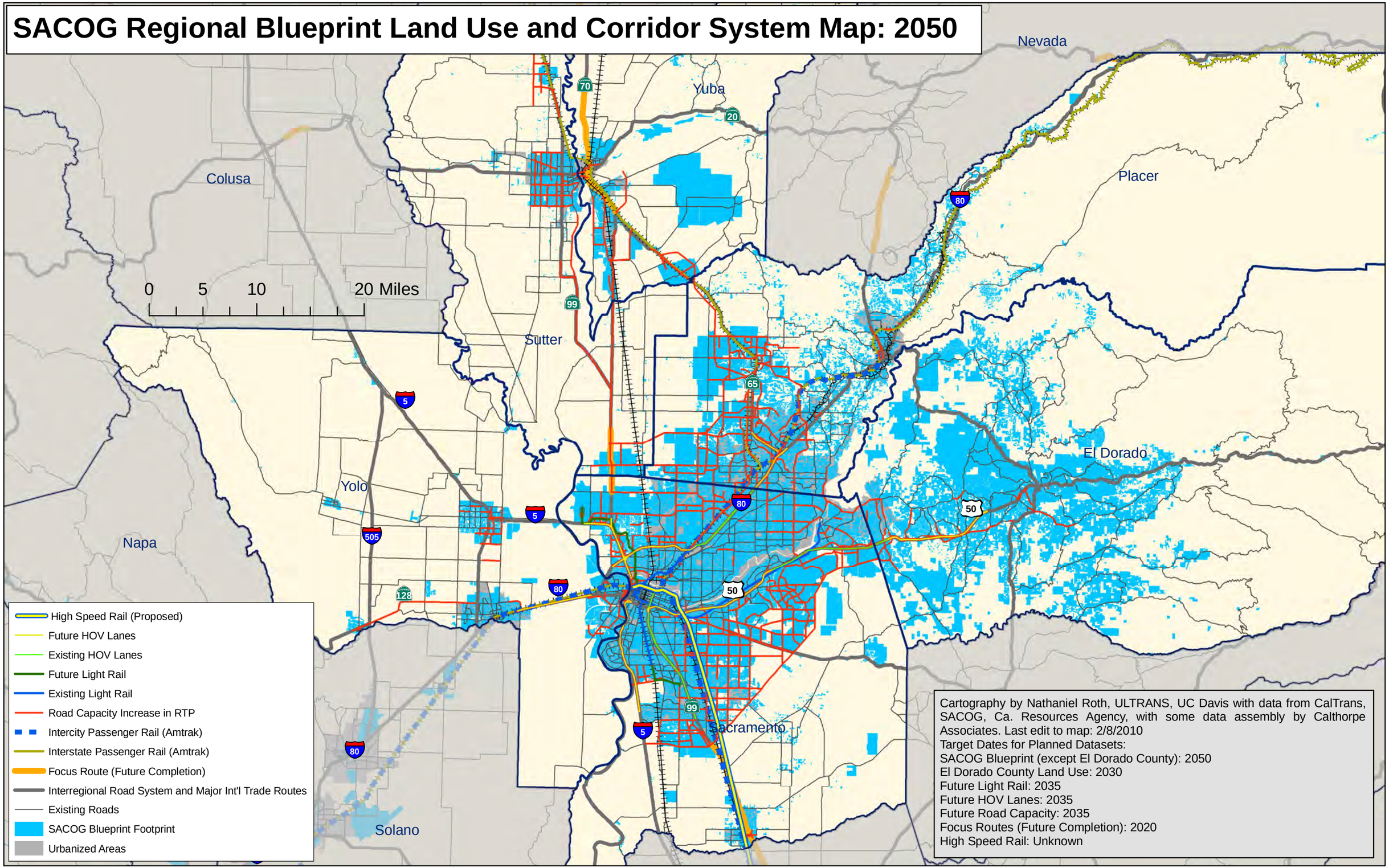


SANDAG



Cartography by Nathaniel Roth at ULTRANS, UC Davis using data from CalTrans, Ca. Resources Agency, SACOG, SANDAG, SCAG, ABAG, SJCOG, StanCOG,MCAG, Madera CTC, KCAG, TCAG, and Kern COG, Some data preparation by Calthorpe Associates. Last map edits 2/9/2010

SACOG Regional Blueprint Land Use and Corridor System Map: 2050



Cartography by Nathaniel Roth, ULTRANS, UC Davis with data from CalTrans, SACOG, Ca. Resources Agency, with some data assembly by Calthorpe Associates. Last edit to map: 2/8/2010
Target Dates for Planned Datasets:
SACOG Blueprint (except El Dorado County): 2050
El Dorado County Land Use: 2030
Future Light Rail: 2035
Future HOV Lanes: 2035
Future Road Capacity: 2035
Focus Routes (Future Completion): 2020
High Speed Rail: Unknown